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SUPPLEMENT TO
REPORT NO.

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in early May 1952:

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a.		in Poland		crew
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b. A new concrete highway was built from Brest Litovsk to Warsaw. (5)

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a. Double-tracking of the Oler River bridge near Frankfurt/Oder was under way. The Abus Firm in Wiesky handled the construction. (6)

b. The permanent route of the Frankfurt-Oder-arsaw railroad line was double-tracked and in good condition. Reserve rails were stored on trestles, 5 to 10 km apart, along the line.

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the railroad bridge between the passenger station and the freight station in Steubin was still destroyed. Traffic to the harbor was re-routed via the Jungfernberg. (7)

5.

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- a. The construction of the Oder River bridge in Frankfurt/Oder from the eastern bank of the river was hastened by a Polish construction firm. One third of the bridge had already been completed. (6)
- b. About 30 trains could be side-tracked without blocking through-traffic at the Poznan-Fronowo marshaling yard. Two pits for disposing of coal cinders from the locomotives were constructed in addition to the two which had been in existence. An estimated 12,000 tons of coal stocks were available. Two electric cranes and one steam crane with a total daily capacity of about 1,000 tons were available. (8)

- 25X1 [redacted] Comments.
- 25X1 (1) The reconstruction of the second track on this line was reported previously. [redacted]
- 25X1 [redacted] . Until 1945, the line section was operated electrically and then steam-operated after the over-head line had been dismantled by the Russians and shipped to the U.S.S.R. Information on the re-electrification of this line is received for the first time and requires confirmation.
- 25X1 (2) This single-track line is of local importance only.
- 25X1 (3) Coal from the Waldenburg mining district to Czechoslovakia is chiefly shipped on this single-track railroad line.
- (4) [redacted] this line section has already been double-tracked. [redacted]
- (5) Information on a highway between Brest Litovsk and Warsaw is received for the first time and requires confirmation. Information on plans for the construction of a highway between Warsaw and Frankfurt/Oder which was scheduled to join the Berlin-Frankfurt/Oder autobahn via an autobahn bridge across the Oder River already under construction was previously reported. [redacted]
- 25X1 (6) The double-tracking of this bridge was previously reported. [redacted]
- 25X1 (7) Considering the importance of this connection, the information appears incredible. Available information indicates that the two railroad bridges connecting the main station with the freight station in Gostin were reconstructed in a makeshift way. [redacted]
- (8) Poznan-Fronowo is one of the largest marshaling yards in Poland and was considerably enlarged during the German occupation from 1939 to 1944. Minor war damage was repaired by the Polish State Railroads.

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